

# Additional/Revised Information

<b>Agenda Item #</b>	6
<b>Meeting Date</b>	21 March 2005
<b>Prepared By</b>	Sara Anne Daines HCD Director
<b>Approved By</b>	Barbara B. Matthews City Manager

<b>Discussion Item</b>	Safe Roadways Committee Report
<b>Additional/ Revised Information</b>	The Safe Roadways Committee met on Thursday, March 17 to condense and prioritize its recommendations for pedestrian safety measures along Philadelphia, Holly, Cedar and Maple Avenues.
<b>Policy</b>	Enhance pedestrian and bicycle access to shops, transit, schools, and other community facilities by improving pedestrian safety and providing wide, tree-lined sidewalks throughout the area.  <i>Takoma Park Master Plan</i>
<b>Fiscal Impact</b>	Fiscal impact of proposals will vary depending upon the specific recommendation and ultimate direction from Council
<b>Attachments</b>	Safe Roadways Committee: Prioritized and Condensed Recommendations for Philadelphia / Cedar / Holly / Maple Avenues
<b>Recommendation</b>	To consider supplemental information provided by the Safe Roadways Committee
<b>Special Consideration</b>	



c/o Takoma Park Municipal Building ● 7500 Maple Avenue ● Takoma Park, MD 20912

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The SRC has prepared two complementary documents for the Council's consideration. The first (attached) is a comprehensive look at the interconnected issues of Enforcement, Engineering and Education that impact pedestrian safety in and around the Community Center, with a particular emphasis on identified trouble-spots involving Philadelphia/410 (hereinafter 410), Holly, Cedar and Maple. That comprehensive report was unanimously adopted by OTRA at their February 2005 meeting and incorporates recommendations made by Dan Burden and other specialists as well as those made by local public schools to enhance student-pedestrian safety. While the SRC considers each of its recommendations as a critical part of the comprehensive whole, we also have prepared "prioritized and condensed recommendations" (also attached) as a supplemental document designed to assist the Council in its efforts to move forward rapidly and effectively with Pedestrian Safety measures in areas adjacent to the Community Center. The supplemental document offers *prioritized* recommendations in each of the following categories: Engineering, Re-Marking, Enforcement, and Education, with 1 being the highest order of priority in each category.

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Safe Roadways Committee (SRC)  
Prioritized and Condensed Recommendations for Philadelphia/Cedar/Holly/Maple  
Submitted to Takoma Park City Council  
Monday March 21, 2005

**A) Engineering:**

**1. Install pedestrian-operated traffic lights** at the 410/Cedar crosswalk and at 410/Holly, replacing the 4 way stop there. These lights would be very similar to the pedestrian operated light at Tulip/Carroll. The light at Holly /410 would also have a trip mechanism embedded in Holly allowing drivers crossing 410 there to get a green light. The SRC proposes such pedestrian operated lights be reviewed as a model for working with SHA's goal of maximizing traffic flow *and* the City's goal of maximizing pedestrian safety. Consistent use of such pedestrian operated lights on State roads in the City could enhance pedestrian awareness of how /where/when to safely cross streets and also minimize traffic back-up and/or driver confusion caused by regular stop lights and/or stop signs (particularly 4 way stop signs as at Holly and 410).

**2. Close off intersection of Old Philadelphia and 410** allowing for safer pedestrian crossing of 410 at Cedar and the Community Center/Library parking lot.

**B) Re-marking:**

**1. Clearly mark traffic lanes, street curbs, and cross walks:** Embed a very visible, raised median line down the center of 410 from Carroll to Takoma to better mark the two lanes. Curbs and crosswalks on 410 should be painted with luminescent paint and that paint should be well maintained. (Note: crosswalk paint at 410/Cedar has crumbled beyond recognition and is in desperate need of repainting). Re-position the painted crosswalks across Grant at Holly/Darwin to provide a more direct walking route from the sidewalk on Holly Ave. to the sidewalk on the north side of Grant.

**C) Enforcement:**

**1. Place a Crossing-Guard at Cedar/410:** Currently there is a full-time "floater" who fills in for any guard who happens to be absent on a particular day. However, if there are no absences the floater assists the permanent guard at PBES/Maple. The SRC recommends finding a better plan for a substitute guard and permanent re-assignment of the floater to Cedar/410 during school opening and closing.

**2. Make enforcement here a priority:** The SRC notes that enforcement activity has increased noticeably over the last month, and heartily commends the Police Department for its efforts. The SRC encourages such efforts to continue and intensify. Best practices for enforcing the state law that requires drivers to stop for pedestrians in crosswalks should be reviewed and implemented. In addition, the SRC strongly endorses the local school's request that the City enforce the no parking zone in the turnaround area on Grant Ave (which for all intents and purposes abuts the police parking area).

**D) Education:**

**1. Add signs** along 410 in both directions to alert drivers that they are in a residential/high pedestrian area.

**2. Create education programs** in conjunction with Schools, the Recreation Department, Library and other related stakeholders aimed at building pedestrian safety awareness.